

N64
MAGAZINE

DOUBLE GAME GUIDE +

TWO N64 PLAYING GUIDES IN ONE - AND MORE!

1080°

Snowboarding

- Master every trick!
- Rack up the biggest combos!
- Slide into the record books!



F1

World GP

- Maps for every course!
- Achieve the fastest times!
- Sneaky tips and cheats!

No. 11



Devious tips and handy advice
for loads of other top N64 games



Double Game Guide +

**1080°
Snowboarding**

and

**F1 World
Grand Prix**

Compiled by **Rich Pelley**

CREDITS

N64 MAGAZINE'S DOUBLE GAME GUIDE +: 1080° SNOWBOARDING AND F1 WORLD GRAND PRIX

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Welcome!

1080°, anyone? Ah, look at all those hands. Fact is, Nintendo's snow-filled, stunt-packed extravaganza of a salopettes-fest is the best piste-based game *anywhere*. And, to tie in with its timely release over here, we've strung together a humungous guide, detailing *everything* you'd need to know about one of the hardest games on the N64. Strap in and *whoooooosh!*

F1 World GP is another gem of a racing game. Vacuum-packed with the sort of sneaky, edge-out-your-opponent excitement you'd expect from a game with Michael Schumacher in it, F1 requires a sharp eye and tidy reflexes. Which is why we've got all 17 track maps and produced meticulous pointers on how to get the best times on each. You won't find these anywhere else!

Aaaand, of course, as always the entire back end of the DGG + is stacked with all the latest cheats from all the latest N64 games. Right. Get hold of that pad and off we go...

1080° Snowboarding

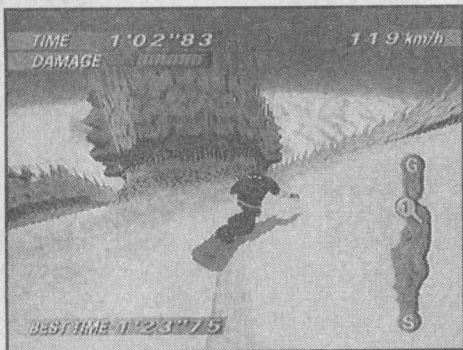


1080° SNOWBOARDING

We've played plenty, and plenty of games here at N64. In fact, we've played all of them. But never before have members of the team taken days off to recover from sprained thumbs and finger cramp – not before the digit-wrenchingly hard 1080° arrived in the office. And it's great, too. All the thrills and spills of snowboarding, without all the hassle of going to France, buying lots of expensive clothes and equipment, and probably breaking your limbs.

We're especially fond of the Time Trial mode, where the subtlest of changes in racing line and technique can shave crucial seconds off your time, and the Trick Attack mode, that just looks so fab when you watch it in replay mode afterwards. And funny, as you plummet out of a cave shaft, pull off a mid-air 540° to Indy Nosebone, and then land on your head.

Ahhh. The tricks. How the hell *do* you do them all? Without wrapping your hand around your joypad like a bizarre, finger-based game of Twister? And what about the tracks? And all the shortcuts? And all the special bits? How *do* you progress from a snowboard no-hoper to King (or Queen) of the slopes? A guide, it seemed, was almost required by law.



TRICKS OF THE TRADE

Learning the tricks is an integral part of *1080°*; not only do they look impressive in the Trick Attack mode, but they actually add stability and speed to the Match races, as well as allowing you to gain access to some of the more secret of the shortcuts. But how do you do them all? Read on and find out.

GRAB TRICKS



The grabs tricks all come about as a result of jumping in the air with A (jump), and then pressing B (trick) with a specific direction on the analogue controller. Each character has nine different grabs, one for the eight

directions on the controller (with the B button), and one for a lone press of B with no movement of the controller at all. Some of the stunts are different between characters; when Kensuke pulls a Melancholy, Rob grabs a Lein Air. Because the Shifty is so easy to pull off (Left and B) and scores the most points (300, score-fans), a character whose moves include the Shifty, such as Rob Haywood, is the best person to pick for the Trick modes.

Remember that you cannot do any tricks whilst you are still holding either Z (crouch) or A (jump). Some tricks, such as a Method or Tweak, can be pulled off if you are going fast enough on flat ground and then press A (jump) first. Some tricks, such as Indy Nosebone, require more lift off a ramp or other lip first. The best place to practice is the half pipe (left hand turn) of the Training course, because you don't have to worry about positioning your board or pressing Z when you land.

1080° SNOWBOARDING

JOYPAD	TRICK	SCORE
B	Melancholy	100
B	Lein Air	100
Left+B	Method	200
Right B	Indy	200
Right+B	Tweak	300
Up+B	Nose Grab	200
Down+B	Tail Grab	200
Up-left+B	Stiffy	250
Up-right+B	Mute Grab	250
Down-left+B	Stalefish	250
Down-right+B	Indy Nosebone	250
Right+B	Shifty	300

SPIN TRICKS

The spins are the best, and the hardest, part of 1080°, requiring, at times, the finger dexterity of, er, someone who can move their fingers about independently from each other. But –

with practice – that can be you. They all involve a spin of the analogue joystick with a hold of the right shoulder button, and a bit of B and Z action too. Essentially, all you actually need to be able to do is a 180° and a 360°. These are then 'linked' together by B (and Z in the case of the 1080°) to pull off bigger and better stunts. The key, as ever, is (yikes) patience and practice.

The best place to get your digits in a twist is the half pipe (left turn



1080° SNOWBOARDING



of the Training course). Gather speed by holding Z (crouch) and turn up one of the walls. As you reach the lip, let go of Z and tap A (jump). Now hold the right shoulder button and tap right. Hurrah! A 180° Air, propelling you down towards the other wall. Again, press Z to gather speed, release, tap A,

hold R and tap left. Another 180°! Now, repeat, but once airborne, press B and quickly but firmly spin the analogue stick clockwise. Manage a 360°? If not, maybe you didn't spin quickly enough, or your joystick movement didn't cover all of the directions. With practice, you ought to be able to pull of a 360° Air in either direction any time you want to.

Only attempt a 540° once this is the case – trust us, it'll be too frustrating otherwise. All you have to do is perform a 360° Air and then add a 180°, taking your finger off R in between. Progressing from a 540° to a 720° is the hardest stumbling block to overcome, because it involves linking spins together, relying on your right thumb to move from A to B at just the correct time. Pull a 360° and then, just as you are about to swivel the joystick to pull another 360°, move your thumb up to B. Remember to move the control stick and press each button simultaneously, so when you link tricks, there will be a split second when you are pressing no buttons on the control pad at all.

For the 900° Air, tack a 180° onto a 720° Air with B. For a 1080°, tack a 360° onto a 720° with the B linking button and, just to make it



1080° SNOWBOARDING



really hard, a squeeze of the Z trigger. It's hard (it took us weeks!), but by no means impossible.

Below is a basic list of spin combos. The key really is to try not to get too frustrated, and to only attempt a spin lower down in the table when you can successfully achieve the spin above every time. A little tip is

to practice looking at your hands rather than the telly. Once you are accustomed to accelerating up the sides of the half-pipe, releasing Z and pressing A, you need only give the screen an occasional glance as you sort your fingers out, the little devils. In fact (and promise not to tell anyone you caught us doing this, alright?) it's even worth practising on a spare controller that's not even plugged in! Look at the list and slowly, very slowly, press the correct order of buttons on the joypad. It's a bit like that crap 1970's 'Simon' toy, but it works. Gradually get faster and faster, insuring that you are always pushing the buttons in the right order. Be extremely careful to avoid finger mashing. When you're confident enough, move over to the controller plugged into the game, and give things a whirl. Hey! It got us our first 720°.

JOYPAD	TRICK	SCORE
R+Left	180°	100
R+Right	180°	100
R+Anti	360°	200
R+Rot	360°	200
R+Anti then R+Left	540°	250
R+Rot then R+Right	540°	250
R+Anti then R+Anti+B	720°	300
R+Rot then R+Rot+B	720°	300
R+Anti then R+Anti+B then R+Left+B	900°	500
R+Rot then R+Rot+B then R+Right+B	900°	500
R+Anti then R+Anti+B then R+Anti+B+Z	1080°	3000
R+Rot then R+Rot+B then R+Rot+B+Z	1080°	3000

Rot means rotate the joystick clockwise.

Anti means rotate the joystick anti-clockwise.

Cheeky Tip 1

PRACTICE THE 1080

At the start of the halfpipe on the Training course, immediately turn left or right and squeeze Z. When you are near the wall, turn back towards the pipe. A small invisible ramp will boost you absurdly high into the air, giving you absolutely ages to try to achieve the 1080°.



COMBOS

By combining grab and spin tricks, it is quite easy to rack up plenty of points. The only rule is that a specific trick, eg a 180° or Nose Grab, cannot be repeated twice in a row. It can be repeated during the combo. For example, 180+Method+Method only scores you 500, but Method+180+Method scores 1500. Here's how the scores mount up:

- Two trick combo – 500 points
- Three trick combo – 1500 points
- Four trick combo – 5000 points
- Five trick combo – 8000 points
- Six trick combo – 13000 points
- Seven trick combo – 20000 points
- Eight trick combo – 30000 points



A COURSE FOR ACTION

Tch. Enough of the small talk. Onto the tracks – and how to beat them.

CRYSTAL LAKE

● TIME ATTACK

Ignore the initial two jumps and first drop off. Take the ramp to the side of the house on the right, crouching, ensuring that the board is level with the ramp, and aiming for the snow behind. Hang left at the TV screen. You ought to be able to crouch for the majority of the track.

Cheeky Tip 2

SCORE EASY COMBOS

You can score an easy 500 point combo even on the flat with a jump+grab+180°. If that's too easy, jump immediately after the word 'go' and, with practice, you ought to be able to make a 360°+540°+360°+540°+180°, gaining you an instant 8000 points. You big show off.



● TRICK ATTACK

Take the first two jumps, hang left at the hill and jump by the rock. Ignore the ramp by the house, but grab some air from the right banks. Spin and grab as much as possible up to the finish line.

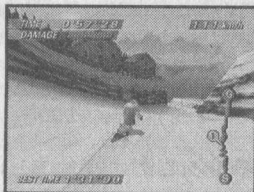
CRYSTAL PEAK

● TIME ATTACK

Ignore the first jump, head right at the fork, jump the ledge and keep your board to the snow. Take the next left fork and cling to the left side. Once over the ice, take a sharp right then left at the wall. Hang to the right, and stay low once back out in the clear. Again, cling right. Hold Z at the bumps and ensure your board remains parallel to the ground.

● TRICK ATTACK

Take the first jump, then the jump to the left. Veer right then up the middle to the big jump. Skirt right at the fork for a straight path crying for some serious stuntage. Past the TV screen, take the first jump, ignore the second, and take the far left third.



GOLDEN FOREST

● TIME ATTACK

Hang a crucial right at the first fork, but ease up on the Z button to avoid the right hand bank. Ignore the powder snow at the opening (stay right), jump over the two logs, and stay in the middle of the track as

you fork left to avoid hitting your head. Jump the first log, go round the second. Follow the frozen stream, and keep an eye out for the rock at the drop-off.

● TRICK ATTACK

Take the same route as above. Jump at the top of every hill, and make use of the big log and waterfall.



MOUNTAIN VILLAGE

● TIME ATTACK

Initially hold Z and stay on the snow. As the path opens, cling left, fall onto the rocks and adhere to the left all the way to the tunnel. Fork right (watching for the walls), right again (hugging the right wall), and left. Jump the two logs, take the hill side past the road. Board

left past the big pile of snow and the ramp. Turn right at the black and yellow jump, and stay on the pavement the rest of the way.

● TRICK ATTACK

Follow the path and take the huge jump through the hut. Hang a right, left, and jump onto the big rock. Follow the same path to the pile of snow, skate up the ramp and stay left of the pipe. Aim for the black and yellow jump in, follow the path and use the red car for as much stuntage as possible.

DRAGON FOREST

In order to access the Dragon Forest, you need to beat the Match race on hard mode.

Cheeky Tip 3

FASTEST WAY THROUGH THE TUNNEL

At the tunnel, fork first right, then left. As the light at the end of the tunnel comes into view, crouch and fly out as far as possible, but do not jump. Past the two logs, jump off and drop off onto the mud leading to a mogul and a house.



1080° SNOWBOARDING



● TIME ATTACK

To begin with, keep strictly to the snow, then take the bridge. Fork left, jump into the tunnel and stay in it for as long as possible. Finally, go to the right of the house for the fastest route home.

● TRICK ATTACK

Fork right for more jumpage.

DEADLY FALL

To play on the Deadly Fall Course, you need to beat the previous five Match courses on expert mode.

● TIME TRIAL

Keep straight and miss the bumps. Take the ramp onto the big rock, jumping at the top to get across.

Follow the narrow path to the right, straighten up, over the two cliffs, and left at the big ice trench. Ignore the left turning, instead veer left a little and leap off the cliff. Take the middle path, hang a left round the tall rocks and bingo!



● TRICK ATTACK

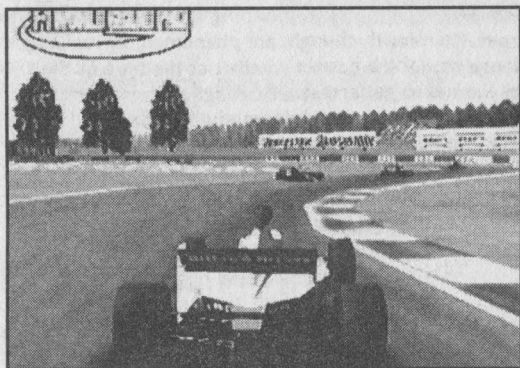
Keep right to find the jumps. The only ramp is between the four tall rocks. You can climb quite a lot of the rocks by pressing, then repeatedly tapping Z.

Cheeky Tip 4 FIND THE BIGGEST JUMP EVER

When you see the first pointing neon light, go as fast as you can and leap off for the biggest jump in the entire game.



F1 World Grand Prix

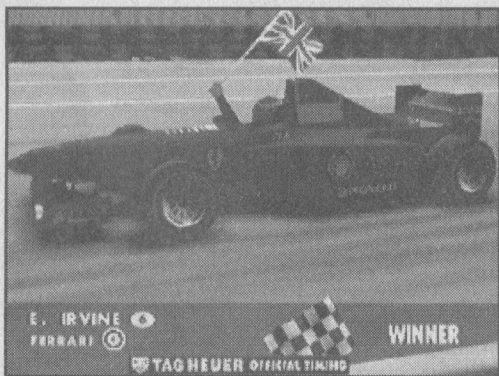


F1 WORLD GRAND PRIX

Man has, through history, had to wait for great things to come. For years man dreamed of walking on the moon, but it was 1969 before these fantasies were lived out. Then, pretty much everything that man wanted happened as he wanted it, and the theory was disproved. Until the release of the N64, that is, and the many heartbreaking years that we had to bide our time for a decent Formula One racing game to come along.

But, through fanfares, curtain drawbacks and a ten cannon salute, *F1 World Grand Prix* arrived in the **N64** office back in issue 20, and we rejoiced. For never had a F1 game been released, on any system, that was so accurate, so fun to play, so deep, so *wanting* to be driven. The least we could do, we thought, was award it 93%.

Learning to drive is very much a personal thing, getting to grips with the feel of the car, gradually turning off the automatic braking and gear changes. The tracks, though, are phenomenally realistic, down to (on Challenge mode) the correct weather at the time of the 1997 races. In fact, they are so realistic that a thorough understanding of each course's twists, turns and undulations is as important to you as it is to a real life Grand Prix driver. What gear to take the chicanes in, what speed to take the corners – these are the things that you need to know. Welcome, with open arms, the **N64** Double Game Guide to *F1 World Grand Prix*, and all its tracks.



CHEATS

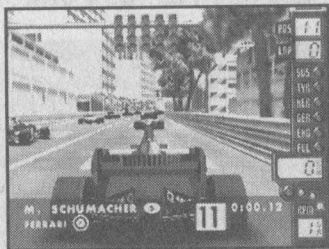
Tsk. The first page and you want to cheat already. You scallywag.

EASY TURNING

Hold the analogue down, and in the direction you want to go to turn very sharply. Don't hold down too long though, or you'll spin out.

FAST START

Press the gas button just as the red light turns off. Practice, as ever, makes perfect.

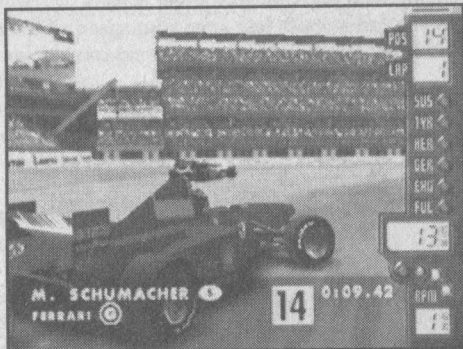


BONUS TRACK

Select Williams in Exhibition mode, edit the last name to "Vacation" to open up the bonus Hawaii track, replete with palm trees, a gigantic suspension bridge and a volcano. Or you could just wait until you've beaten the championship on Professional.

GOLD/SILVER RACERS

Select Williams in Exhibition mode, but this time edit the last name to "Pyrite" or "Chrome" to be able to pick a new Gold or Silver driver for Exhibition, Time Trial and two-player modes. Or you could wait until you've achieved 100% skill level in the Challenge mode.



Round 1 Albert Park Grand Prix of Australia



LAP DISTANCE

3.29m/5.302km

LAP RECORD

Heinz-Harald Frentzen

1min 30.585secs

RACE DISTANCE

191.09m/307.516km

NUMBER OF LAPS

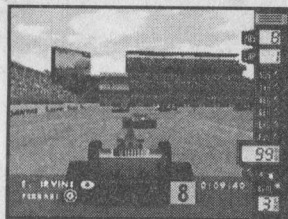
58

RACE WEATHER IN 1997

Dry and sunny

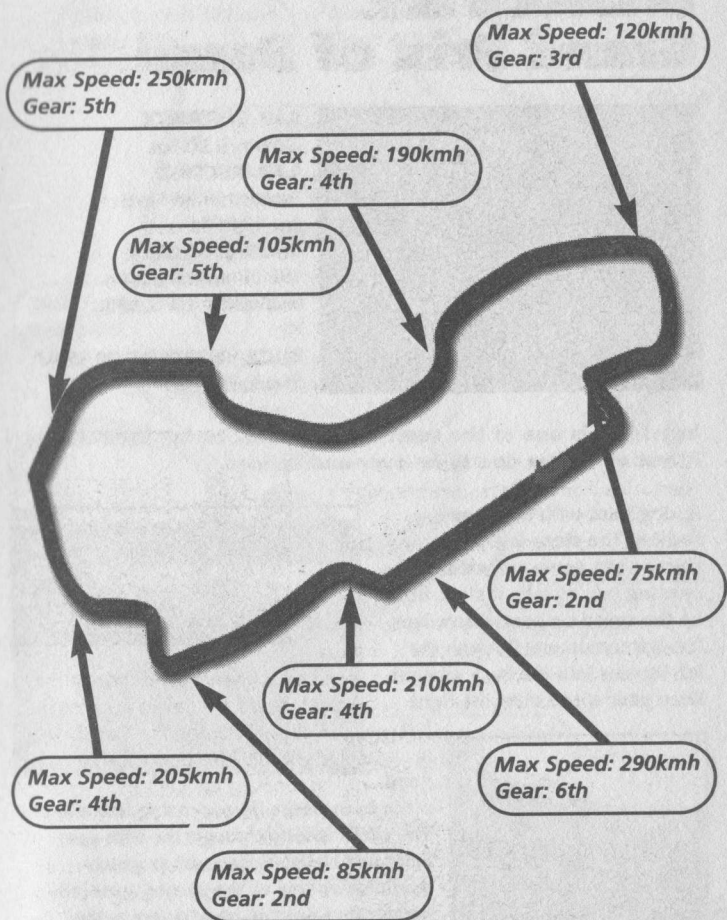
Situated in a park, Albert is a combination of fast corners, tight hairpins and sweeping curves. Perhaps not that challenging, but a favourite amongst F1 drivers.

Albert Park is a relatively long flowing circuit, with no 90-degree street corners so you can more or less keep your speed all the way round. Watch for the initial S-bend after the start, and crank down to second gear for the



right-hander. As the track bends right, hit fifth then drop to second for the chicane, then sixth and over 250kmh before another S-bend. In the back section, sweep left and keep at 250kmh before angling right to negotiate the far end of the lake. Complete the lap with a second-gear left-hander and a quicker right onto the main straight.

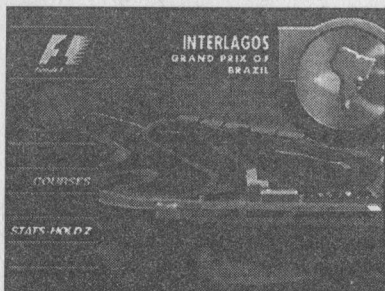
F1 WORLD GRAND PRIX



Round 2

Interlagos

Grand Prix of Brazil



LAP DISTANCE

2.67m/4.325km

LAP RECORD

Jacques Villeneuve

1m 18.397s

RACE DISTANCE

192.03m/309.024km

NUMBER OF LAPS

71

RACE WEATHER IN 1997

Overcast

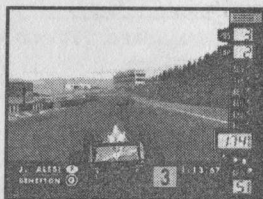
Interlagos is one of the most tiring circuits, taxing even the fittest of drivers due to its over-undulations.

A long track with a fast open section. The steep left-right chicane can prove crowded on the opening lap, so take it slow, but up the speed on progressive laps. Navigate your way through the left-hander into the back straight. Keep your speed after the tight

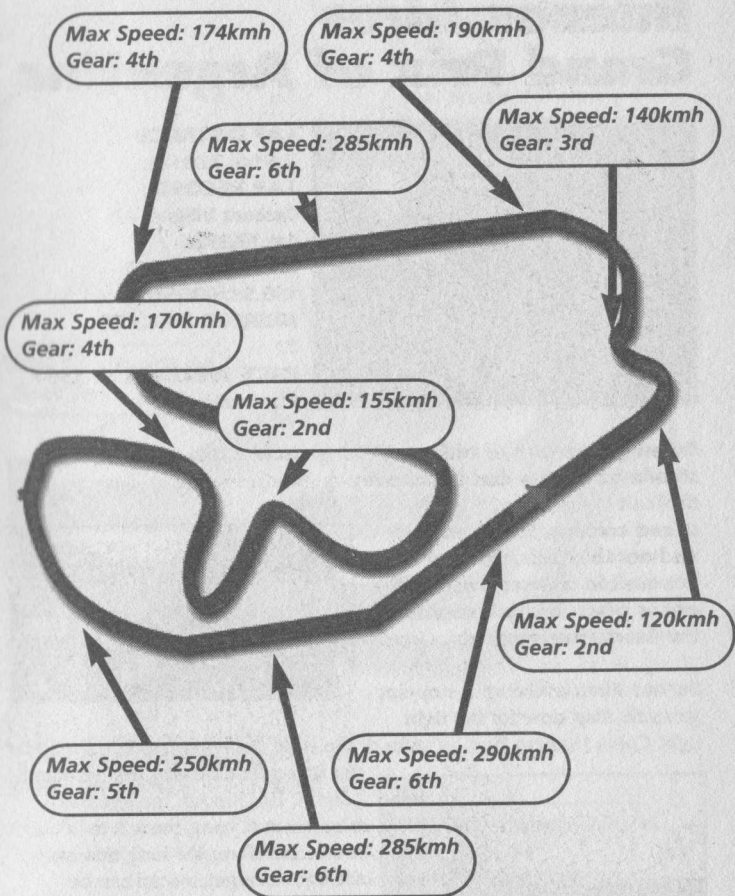
left –
a
good

place to overtake if your racing line allows. The climb is long through the fifth-gear Ferradura right-hander, and stomach-churning by way of the second gear left-hander that tips the track down to the second-gear Pinheirinho. Up to the even

tighter Bico de Plato, down the hill, up through the gearbox to Juncao and onto the pit straight.



F1 WORLD GRAND PRIX



F1 WORLD GRAND PRIX

Round 3 Buenos Aires Grand Prix of Argentina



LAP DISTANCE

2.6m/4.3km

LAP RECORD

Gerhard Berger

1m 29.981s

RACE DISTANCE

190.5m/306.5km

NUMBER OF LAPS

72

RACE WEATHER IN 1997

Overcast

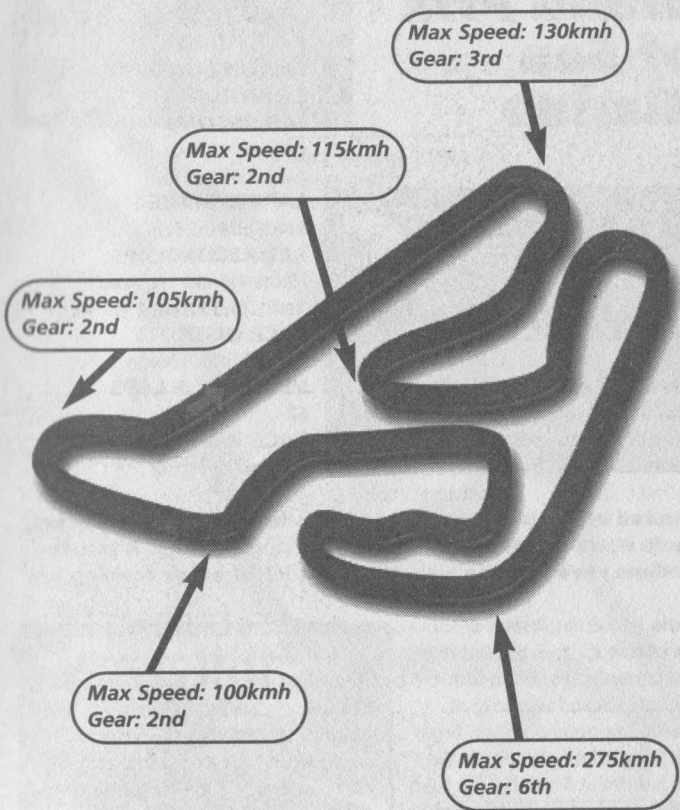
Buenos Aires is one of the smallest circuits, and technically difficult because of the low speed corners, twisty nature and notable hills. Passing is not impossible but very difficult and is often best attempted on the Start/Finish straight.

Buenos Aires is a bit of a stop-and-go track. Stay slow for the tight right Curva Numero Uno, in spite of the wide grass verges. Run through



the four-gear kink into the left-hand hairpin. Up through the gearbox from second, hang the left then accelerate along the long ride onto the back straight. Ascari can be taken at 275kmh in 6th, but slow for the second hairpin and Senna S-bend. Through the Horquilla right-hander and you'll be back onto the pit straight.

F1 WORLD GRAND PRIX



Round 4 Imola Grand Prix of San Marino



LAP DISTANCE

3m/4.9km

LAP RECORD

Heinz-Harald Frentzen

1min 25.531secs

RACE DISTANCE

189.95/305.696km

NUMBER OF LAPS

62

RACE WEATHER IN 1997

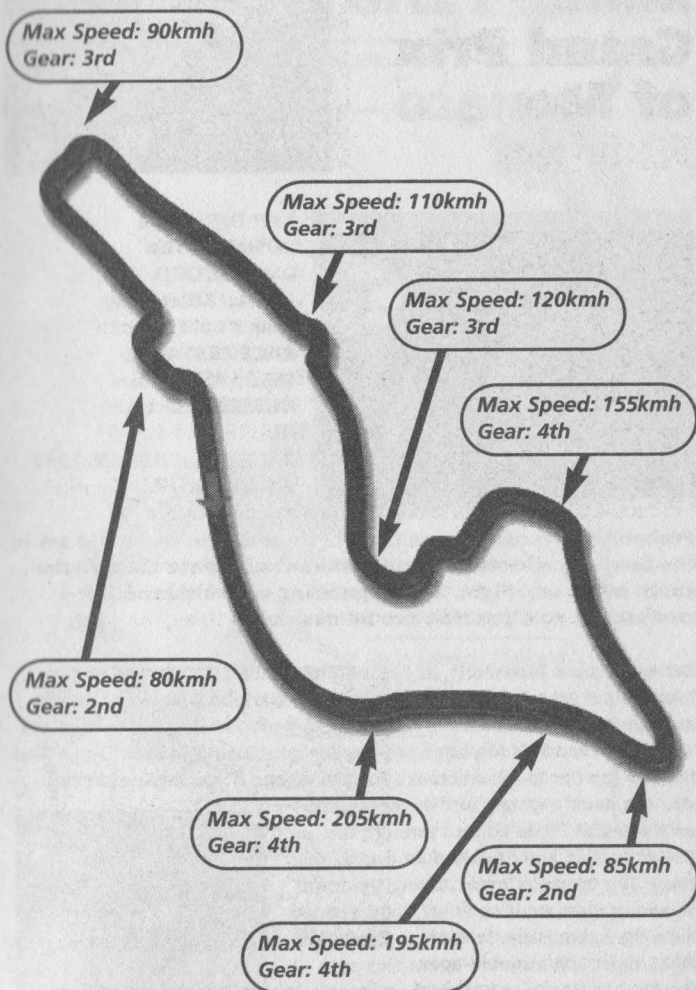
Dry and overcast

Located in north-central Italy in the principality of San Marino, Imola is one of the most atmospheric race settings. A low-to-medium speed track which requires a lot of heavy braking.

Imola is not the fastest of tracks due to its tight corners and chicanes. Its a stunted rhythm makes for plenty of overtaking opportunities. From the Tosa, climb sharply to the left hander at Piratella. It's then pretty much straight forward as you hurtle down to the Acque Minerale right hander before climbing to the Variante Alta chicane. Through double-apex Rivazza and you'll be lead back, rather sharply, to the chequered flag.



F1 WORLD GRAND PRIX



F1 WORLD GRAND PRIX

Round 5 Monte Carlo Grand Prix of Monaco



LAP DISTANCE

2.09m/3.367km

LAP RECORD

Michael Schumacher

1min 21.076 secs

RACE DISTANCE

163.2m/262.626km

NUMBER OF LAPS

78

RACE WEATHER IN 1997

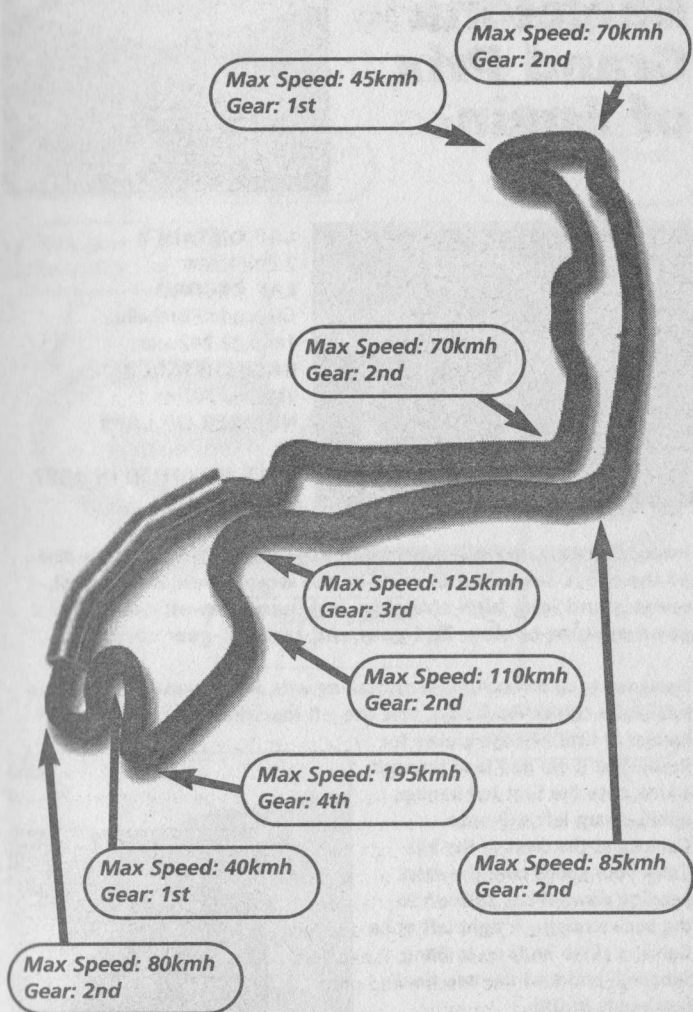
Wet-drying

Probably the most famous Grand Prix circuit in the world set in the busy city streets and harbour-front of Monte Carlo in the south of France. Tight, and demanding with little room for overtaking. Pole position can be decisive.

Driving around Monaco is, as Nelson Piquet once said, like riding your bike around your living room. The grid, for starters, isn't even straight and curves right towards the narrow right-hand Ste Devote. Keep to the white lines towards the blind left-hander into Casino Square. Down past the Tip-Top Bar to the Mirabeau hairpin where, if you feeling cheeky, you can hook a wheel over the pavement on the inside. Keep control through the Loews hairpin and double right on the sea front. The tunnel is tricky, taking the form of a long right arc. Crank left, right and left onto the habourside, fast left at Tabac, left, right, right, left around Piscine and onto the final La Rascasse hairpin.

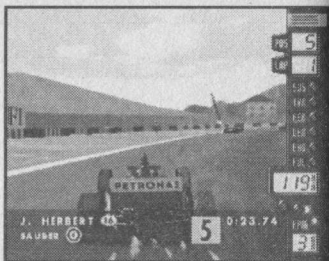


F1 WORLD GRAND PRIX



F1 WORLD GRAND PRIX

Round 6 Barcelona Grand Prix of Spain



LAP DISTANCE

2.9m/4.7km

LAP RECORD

Giancarlo Fisichella

1min 22.242secs

RACE DISTANCE

190.8m/307km

NUMBER OF LAPS

65

RACE WEATHER IN 1997

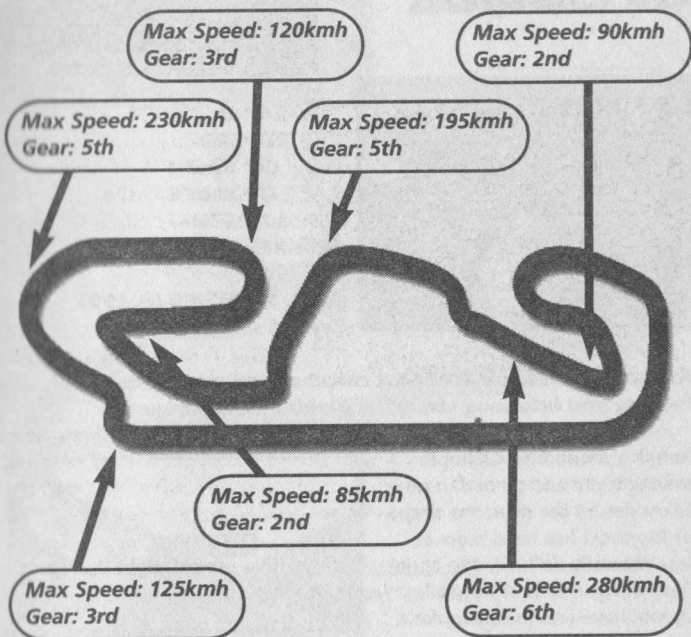
Dry and sunny

Improved and upgraded on an annual basis, Barcelona is one of the most advanced circuits in the world. Demanding fast corners and long high straights, but many run-off areas and a good mixture of slow 2nd-gear and fast 4th-gear corners.

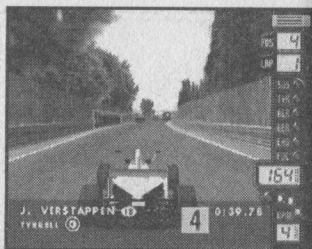
Designed to allow maximum overtaking with a long straight that leads to a sharp corner. Round Elf, take the left then the long uphill right hander in fifth. Hit the brakes for Resol. You'll dip and feed through a kink onto the Seat left hander, uphill, sharp left and onto Campsa at the crest of the hill. Carry your speed over the crest, heading downhill at 280kmh to the back straight. A tight left at La Caixa, a climb back up to Banc Sabadell, and take the two final fast bends in fifth.



F1 WORLD GRAND PRIX



Round 7 Montreal Grand Prix of Canada



LAP DISTANCE

2.75m/4.4km

LAP RECORD

David Coulthard

RACE DISTANCE

189.5m/305.9km

NUMBER OF LAPS

69

RACE WEATHER IN 1997

Dry and sunny

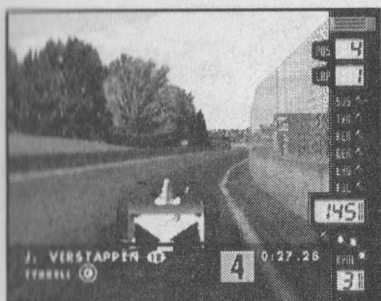
A high-speed circuit with fast chicanes and slow corners feeding you into long straights. Braking is paramount.

Running around the Olympic rowing basin and pinned in on two sides by the river, the shape of Montreal has been more or less naturally defined. The sprint from the grid to first corner should have you jockeying for a good position before the tight left and right Virage Senna hairpin. Follow the series of S-bends and chicanes before curving back onto the straight.

Another chicane leads you to the Pits hairpin, the best overtaking spot on the track (where, incidentally, back in 1991 Nigel Mansell slowed to wave to fans and stalled letting Nelson Piquet through to win). Blast back to the start line at 290kmh in sixth and the final chicane should prove no problem.



F1 WORLD GRAND PRIX



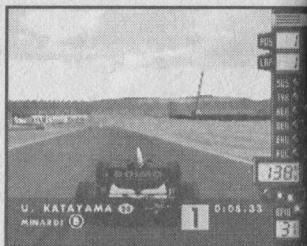
Max Speed: 275kmh
Gear: 6th

Max Speed: 52kmh
Gear: 2nd

Max Speed: 65kmh
Gear: 2nd

Max Speed: 290kmh
Gear: 6th

Round 8 Magny-Cours Grand Prix of France



LAP DISTANCE

2.64m/4.25km

LAP RECORD

Nigel Mansell

1m 17.01secs

RACE DISTANCE

190.0m/305.8km

NUMBER OF LAPS

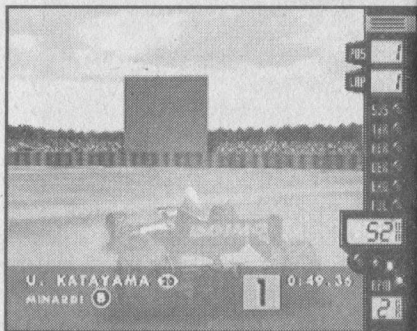
72

RACE WEATHER IN 1997

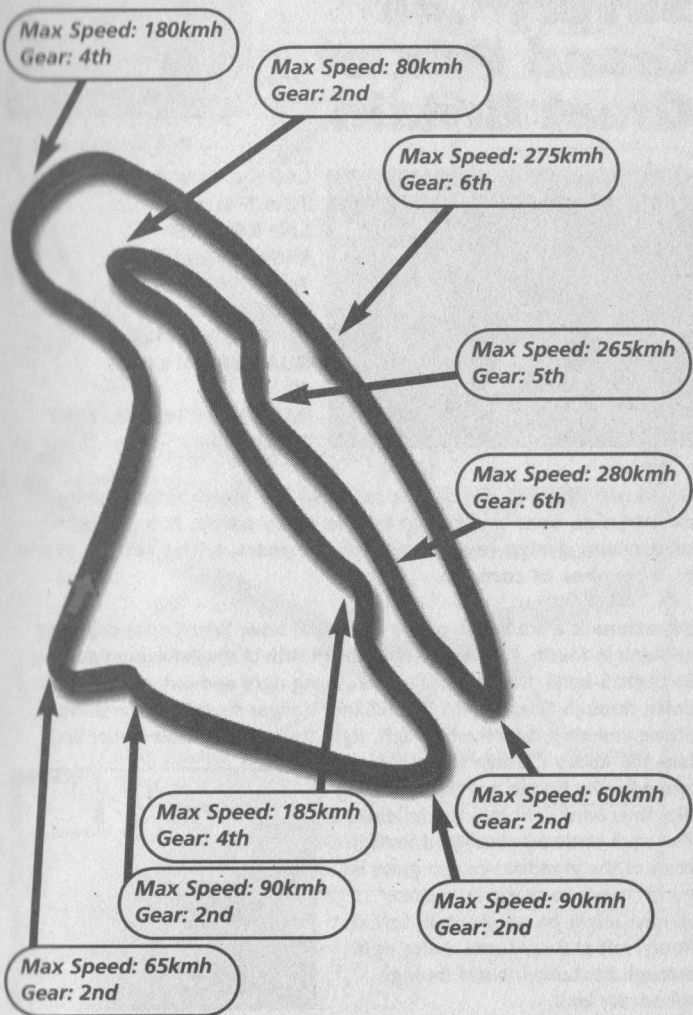
Dry and sunny

Magny-Cours' smooth surface and mix of high and low-speed corners makes it a favourite with drivers.

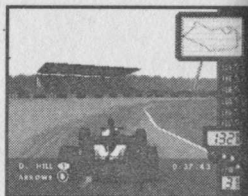
The best of the lap comes right at the start of the track where the tight Grande Courbe flows into the long Estoril. Time yourself right for a quick exit onto the back straight which leads to the Adelaide hairpin – the principal overtaking point on the whole track. Follow the ultra-tight right-hander, twist down through the Nurburgring S-bend to the 180° hairpin. Take the Imola S-bend at speed and into the Chateau d'Eau right hander. Drop down to the track's tightest chicane, and once you're through Lycee, you're away.



F1 WORLD GRAND PRIX



Round 9 Silverstone Grand Prix of Great Britain



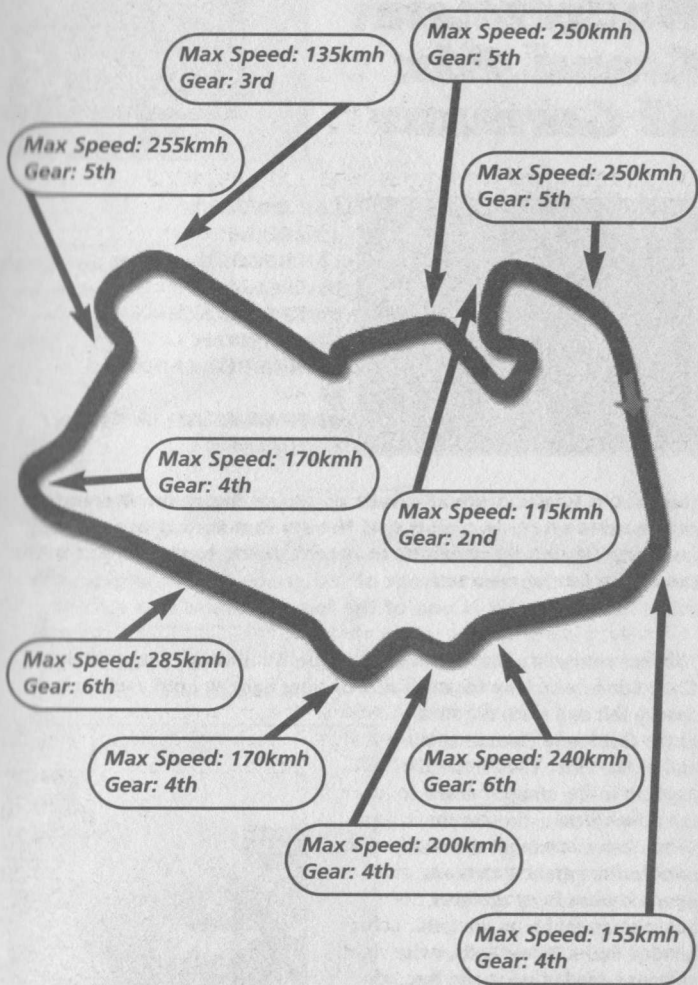
LAP DISTANCE
3.2m/5.1km
LAP RECORD
Michael Schumacher
1min 24.475secs
RACE DISTANCE
191.64m/308.41km
NUMBER OF LAPS
60
RACE WEATHER IN 1997
Dry and sunny

Good old Blighty's track is located in the Northamptonshire countryside near the village of the same name. It has undergone design revisions in recent years, with changes made to a number of corners.

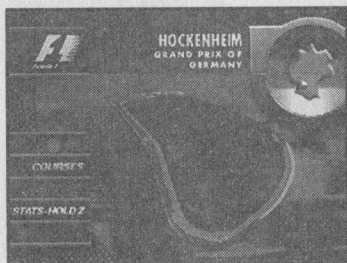
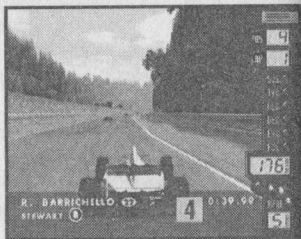
Silverstone is a track with plenty of natural flow. Take Copse corner at 155kmh in fourth, then crank up through fifth through Maggotts into Becketts S-bend. Dive right, flick left, hang right and put your foot down through Chapel onto the 285kmh Hangar straight. Slow through Stowe and Vale, take the hard left, right through the Club corner and take the Abbey Chicane in sixth. Slow again for the Bridge and the following dip, then hard right into the infield. The track meanders back and forth in front of the grandstands and gives a good chance to gauge how close anyone might be on your tail. Left at Priory, left at Brooklands, twice right through the Luffields and through Woodcote kink.



F1 WORLD GRAND PRIX



Round 10 Hockenheim Grand Prix of Germany



LAP DISTANCE

4.2m/6.8km

LAP RECORD

David Coulthard

RACE DISTANCE

190.8m/307km

NUMBER OF LAPS

45

RACE WEATHER IN 1997

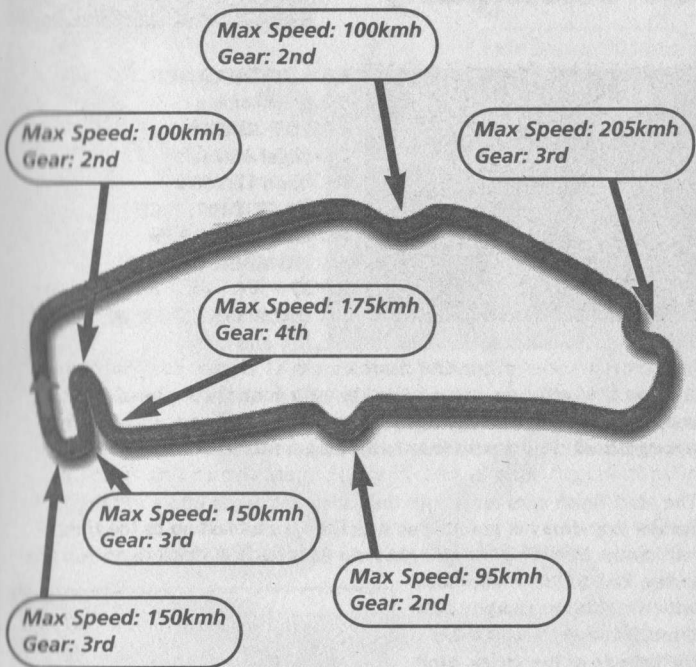
Dry and sunny

Hockenheim was originally built as a test circuit for Mercedes cars, and is an open circuit that is very fast throughout except near the starting grid where the track twists back and forth through 360 degrees in front of the grandstands. At over four miles in length, this is one of the longest Grand Prix circuits.

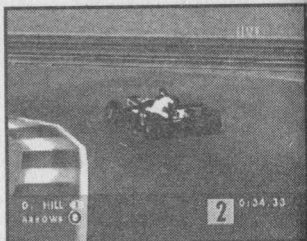
The first corner is a fast right-hander. Then it's a blast up to the Jim Clark Curve, watching for other cars on your back. A quick right, a cheeky left and rev it big time to the Ost Kurve chicane at the end of the loop. Then a twisting right on to the straight down to the third chicane, the Ayrton Senna Curve. Through the trees, back to the infield with some possible overtaking at Agrip, but more probably at the left-handed Sachs Curve. Follow the kink and double apex right on to the start straight.



F1 WORLD GRAND PRIX



Round 11 Hungaroring Grand Prix of Hungary



LAP DISTANCE

2.5m/4.0km

LAP RECORD

Nigel Mansell

1min 18.308

RACE DISTANCE

189.9m/305.5km

NUMBER OF LAPS

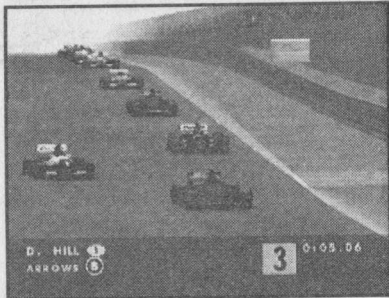
77

RACE WEATHER IN 1997

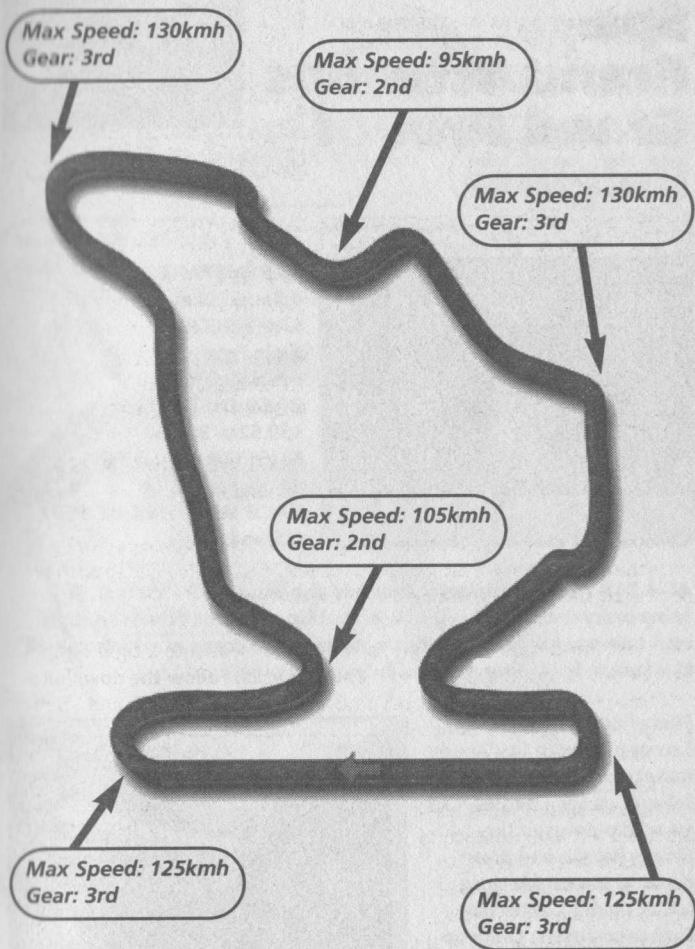
Dry and sunny

Bumpy and slippery, Hungaroring offers limited scope for overtaking with no fast corners, which can make races rather processional. Grid position is all important.

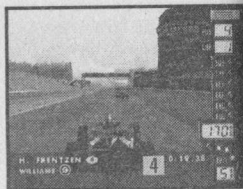
The start/finish runs level with the valley and feeds into a tight right hander that drops in gradient as it double backs. Follow the downhill left hander into the dipping right onto the straight. Through and up the valley, kink left and level back with the starting straight through the right-hander on the far side of the valley. Kink right and left along the valley side, climb back through to the final right-hander that opens on the main straight. Ensure to accelerate out of the straight for some potential overtaking round the first corner.



F1 WORLD GRAND PRIX



Round 12 Spa- Francorchamps Grand Prix of Belgium



LAP DISTANCE

4.3m/6.98km

LAP RECORD

Alain Prost

1min 51.095

RACE DISTANCE

190.52m/306.649km

NUMBER OF LAPS

44

RACE WEATHER IN 1997

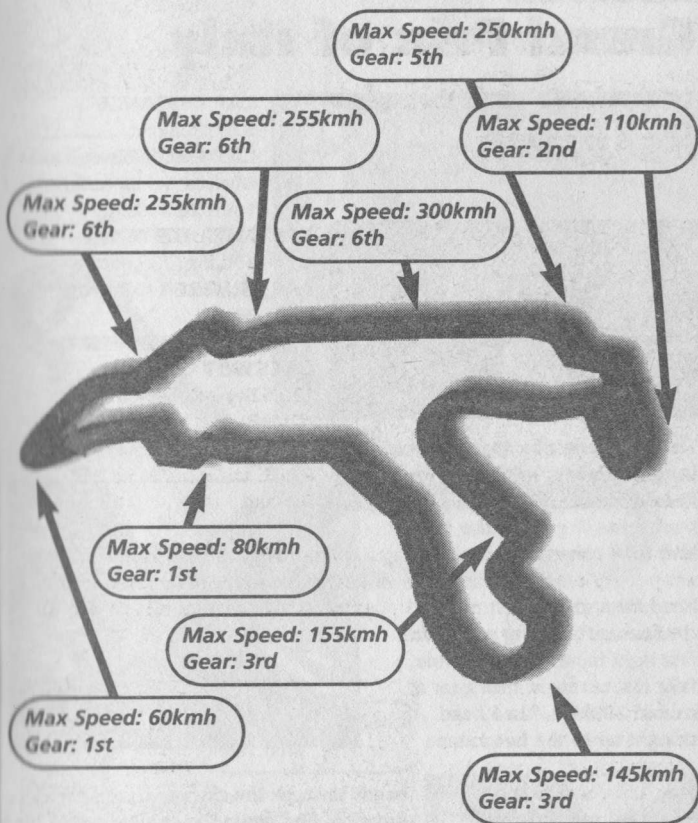
Dry and sunny

At 4.334 miles, Francorchamps is the longest F1 circuit. A temporary track making use of public roads with varied high and low-speed sections and a number of corners which are all the faster for being downhill.

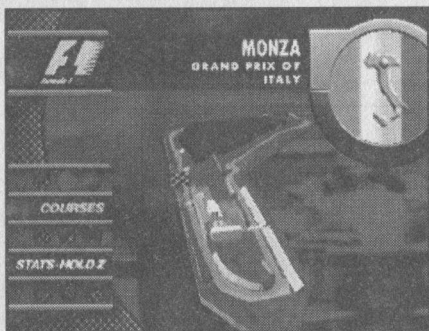
Plunge down from the La Source hairpin to Eau Rouge, rocket up the long hill to the S-bends at Les Combes. Cut away, dip down to the Rivage hairpin and dive down to the double apex left at Pouhon. After the Fagnes sweepers, climb up through the flat-out left at Blanchimont, then into the slow Bus Stop chicane.



F1 WORLD GRAND PRIX



Round 13 Monza Grand Prix of Italy



LAP DISTANCE

3.6m/5.8km

LAP RECORD

Michael Schumacher

1min 26.110secs

RACE DISTANCE

190.0m/305.8km

NUMBER OF LAPS

53

RACE WEATHER IN

1997

Dry and sunny

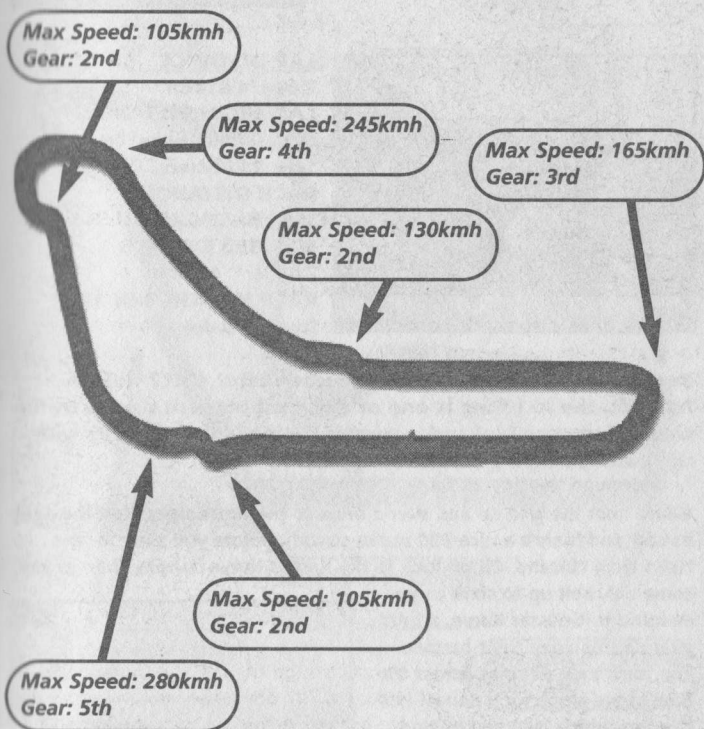
This modern day track combines fast, sweeping corners and long straights, with two low-speed turns which can create problems if you brake too late into them.

Head through the first of the chicanes on the long run to the first right hand, Curva Grande. Take this corner in fifth gear at around 280kmh. Then head straight up to the two Lesmo



bends through the chicane Curva della Roggiana. Fire down the straight under the old banked circuit and into the Variante Ascari, the relatively fast third chicane. One more straight before the final corner, the famed Parabolica, which catapults you back onto the main straight for the completion of the lap.

F1 WORLD GRAND PRIX



Round 14 A-1 Ring Grand Prix of Austria



LAP DISTANCE

2.68m/4.319km

LAP RECORD

Jacques Villeneuve

1min 11.814secs

RACE DISTANCE

188.28m/306.649km

NUMBER OF LAPS

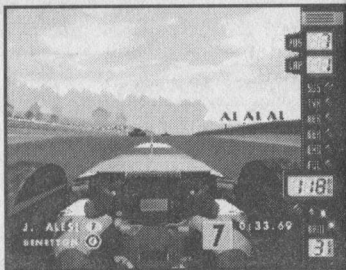
71

RACE WEATHER IN 1997

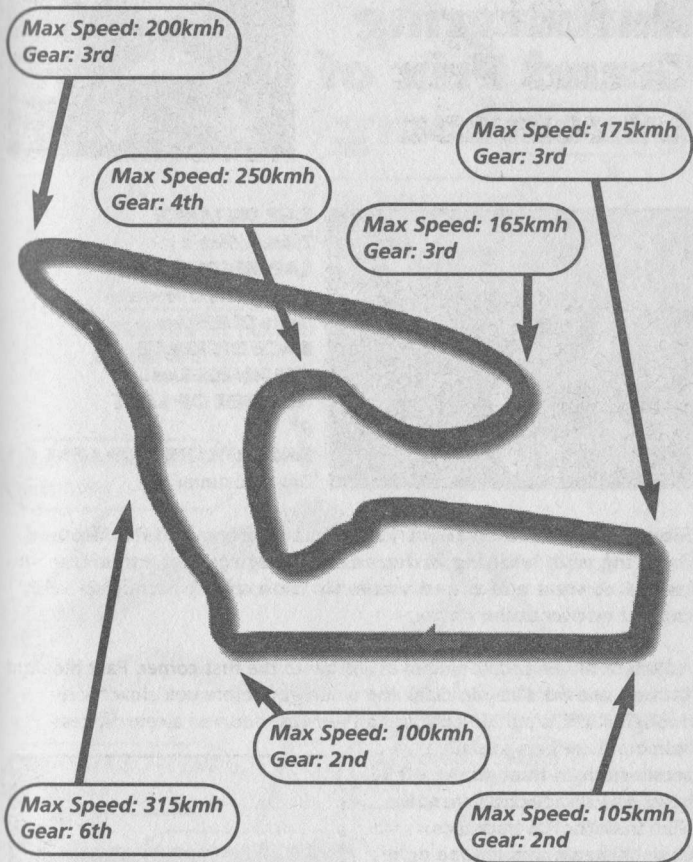
Dry and sunny

Back onto the calendar in 1996 season after a £17 million face-lift, the A-1 Ring is one of the most modern circuits in the world. A square feel and a combination of long straights with tight and sweeping corners.

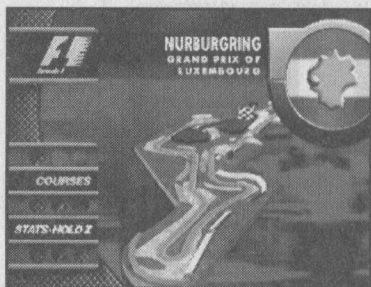
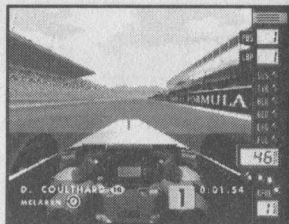
Climb from the grid up and over a brow to the first corner. Past the right hander and there's a nice 200 metre straight before you slow for the Hella Licht chicane. Climb long to the Remus Kurve hairpin, then as you come out, belt up to sixth as you descend to Gossner Kurve, a third gear double-apex right-hander. The track then doubles across the face of the slope for a pair of left-handers which take you behind the pits and fire you up the hill towards the final corner: the Rindt Kurve. Standing between you and the finish is a pair of extremely tight right-handers.



F1 WORLD GRAND PRIX



Round 15 Nurburgring Grand Prix of Luxembourg



LAP DISTANCE

2.8m/4.6km

LAP RECORD

Heinz-Harald Frentzen

1min 18.805secs

RACE DISTANCE

189.7m/305.3km

NUMBER OF LAPS

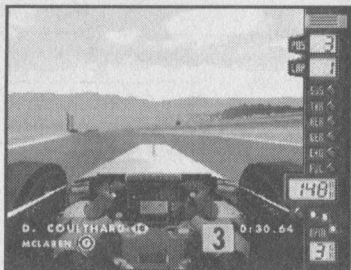
67

RACE WEATHER IN 1997

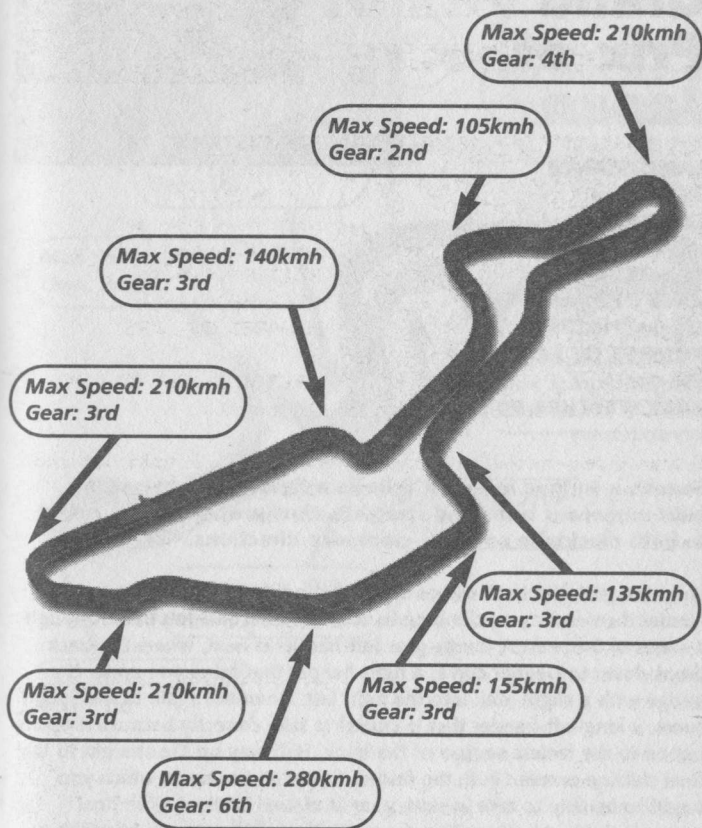
Dry and sunny

Situated in beautiful countryside, Nurburgring is both fast and forgiving with wide run-off areas and large gravel traps. Its twelve corners and curves make for an exciting race, but be careful not to understeer.

Approach the first right hander in sixth at 275kmh, and haul down to 140kmh and third as you crank the wheel right. Downhill from here through a left, a tighter right and all the way down to a second gear hairpin. Then, going uphill, accelerate hard through the left S-bend, and take Sachskurve at the crest in third. The track dips downhill again through the right-hander Bitkurve, a sixth gear kink and then up to the tight Veedol chicane. Round the final corner in second, and get yourself in a good position to make a move into the first corner.



F1 WORLD GRAND PRIX



Round 16

Suzuka

Grand

Prix of

Japan

LAP DISTANCE

3.6m/5.9km

LAP RECORD

Heinz-Harald Frentzen

1min 38.932secs

RACE DISTANCE

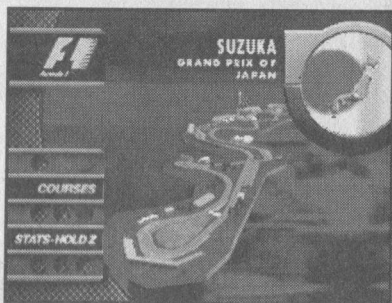
193.0m/310.58km

NUMBER OF LAPS

53

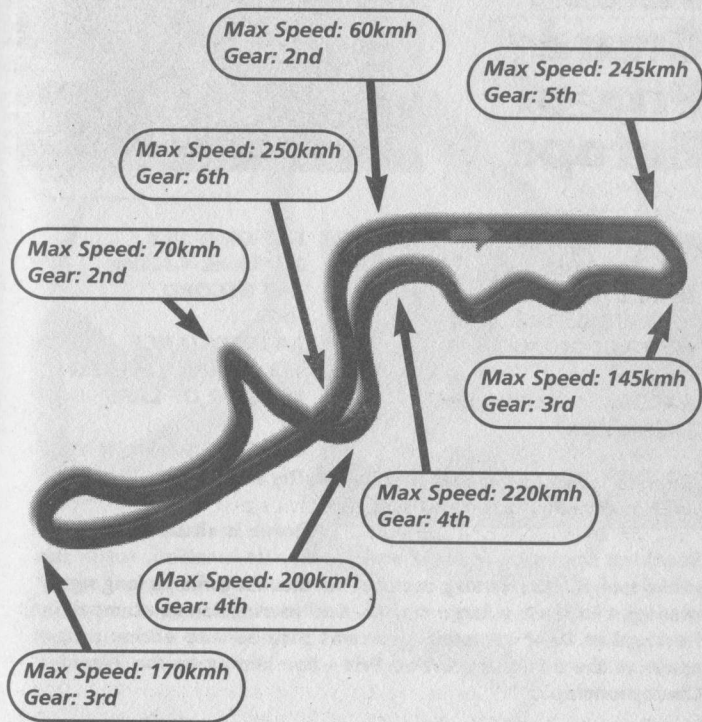
RACE WEATHER IN 1997

Dry and sunny

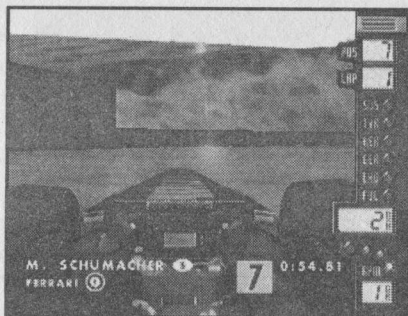


Suzuka is unique in that it follows a figure of eight pattern with numerous turns and straights, thus propelling you round in both clockwise and anti-clockwise directions.

From the grid, the track slopes down to the first corner, a long right-hander then sends you climbing back in the direction you came through a series of S-bends. A fourth-gear left-hander is next, where the track drops down to Degner curve, a right-hander that takes you under the bridge with a slight kink into the tight left. Downhill again to the Spoon curve, a long left-hander that is crucial to take correctly because it opens out on to the fastest section of the track. Half way up the straight to the final chicane comes 130R, the fastest corner on the track, which you ought to be able to take in sixth gear at around 250kmh. The final corner is tight and offers little space to attempt to make an overtaking move before bending right onto the starting straight.



Round 17 Jerez Grand Prix of Europe



LAP DISTANCE

2.748miles/4.428km

LAP RECORD

N/A

RACE DISTANCE

189.612miles/305.532km

NUMBER OF LAPS

69

RACE WEATHER IN 1997

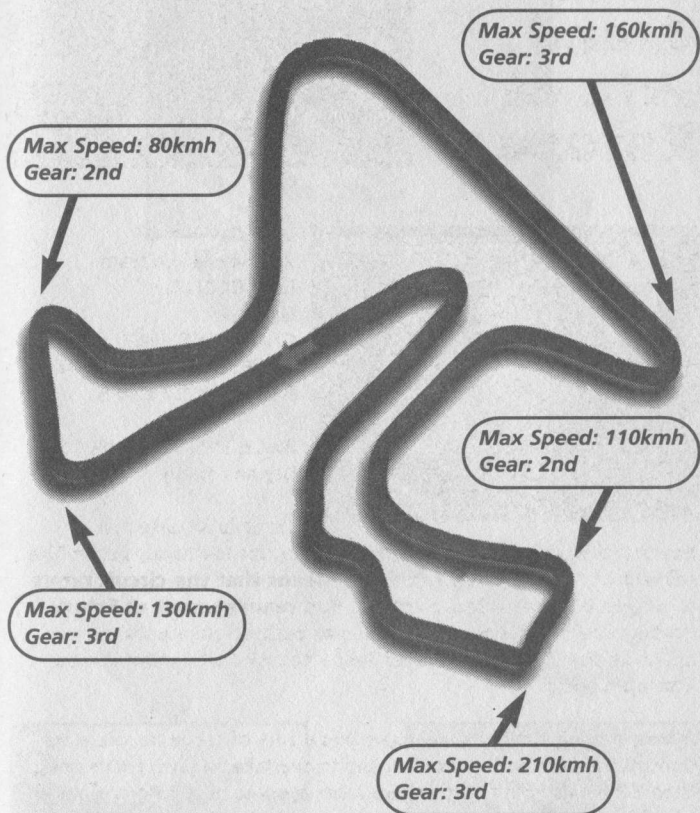
Dry and Sunny

Jerez is situated in

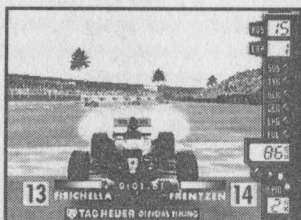
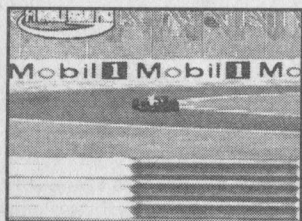
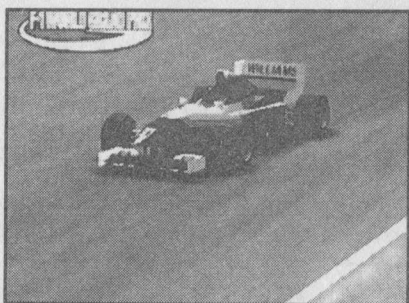
Southern Spain, near Cadiz and Seville. Its location, set in the middle of Spain's sherry regions, means that the circuit rarely manages to draw a large crowd. Bad management at Estoril in Portugal in 1997 ensured Jerez was pushed into action once again as the European Grand Prix – the climax to the World Championship.

A long starting straight should give you plenty of speed to accelerate through the pack on the first lap, and to overtake on progressive ones. Expo '92 bends with not too sharp a curve, so no need to drop your speed too significantly before you crank down for the near 180° Michelin bend and, over the other side of the map, for the Dry Sack bend. Angel Nieto and Peluqui should prove less of a problem, but make sure that you get as much speed as you can out of the final bend and onto the finishing straight.

F1 WORLD GRAND PRIX



F1 WORLD GRAND PRIX

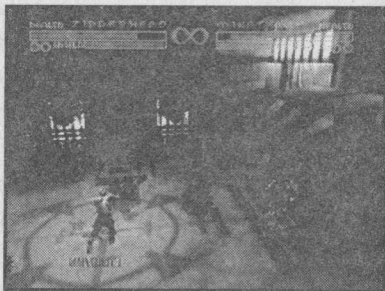


+...



BIO FREAKS

Ker-blimey. We told you about all the fatalities in issue 20, but apparently there's rather a lot of other stuff that you ought to know about.



WIN EVERY FIGHT

This works with every player in the game, with the exception of Purge. All you have to do is start the Arcade mode, begin a fight, and pause. Now go to the Disable menu, turn off the shields and return to the game. Now, you can beat every opponent by just holding your distance and firing.



at his gun. You ought to be able to kill the beast in five or six rounds of ammo.

FIRST WITH A FIRST PERSON VIEW

Once a fight has started, press and hold Left on the D-pad, then press Start. Bizarrely, you will be able to play through the eyes of your character. Not particularly helpful, maybe, but fun nonetheless. To

ULTIMATE VICTORY

This technique can also be used to kill Mutilator with an Ultimate Victory. Turn off shields and play either as Minatek or Zipperhead.

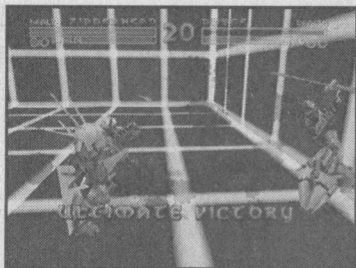
As Minatek, continually repeat the missile attack (down + RP + LP) to shove Mutilator into the water and consign him to a watery grave. As Zipperhead, aim



switch back, press and hold down on the D-pad and then press Start.

TAUNT

And, of course, you did know that you can taunt your opponent by pressing LP+RK simultaneously, didn't you? Good.



FATALITIES

And just to recap previously-elicited information...



MinaTek:

Headspit – T-A-LP+LK (close)

ZipperHead:

Buzzcut – T-A-A+RK (close once opponents arms are gone)

Ssapo:

Headeavour – T-A-A+RP+RK (close)

PsyClown:

Cut in half – T-A-A+LP+LK (close)

Sabotage:

Decapiblast – T-A-A+RP (1-3 steps away once opponents arms are gone)

BullzEye:

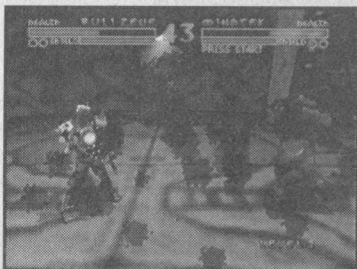
Backhandecap – T-A-A+RP (close)

Delta:

TorsoShears – T-A-A+LK (close)

Purge:

Mutilator – A-T-T+RP+RK





GEX 64

Ker-ickey. We reviewed the PAL version of Gex last issue and awarded it 59%. Here's some helpful tips for you.

HIDDEN SILVER REMOTES

Here's how to find some of the more obscure Silver remotes.

Out of Toon: After passing through the Hard Hat Area, go to the stream and jump the two rainbows. Go to your left and follow the ledge to a snowy area. The remote is where the retracting ledge reaches out. You'll need to run across the ledge to bag it.



First Scream TV: Get to the jumping jack-o-lantern and a blood

cooler. Go up to the bookcase. Inside are skulls, gravestones, or masks.



There is also a switch. Tailwhip it and go find a balcony with two doors. Go into the one with a Mona Lisa picture inside, and walk out again. You will see a red remote, but don't get it. Instead jump off one of the edges where there is no balcony. You should land on or next to a river. Go down to the end of the river and



you will find a silver remote. Now go back and nab the red remote to get out of the place.

Pre-History Channel: Dodge the Steam Vents level. After going up all the steam vents (or taking the shortcut), jump up to where there is fire coming out of

the wall. Instead of running into the fire for the red remote, turn to the right where you will see a silver remote. Jump on to the ledge and get it. Then continue on with your regular journey.

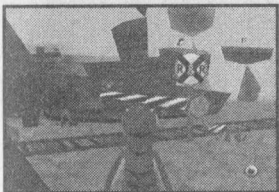
Smellraiser: Pick Ride the Haunted Elevator. When you get to the red remote, jump off the bridge into a little stream. Go all the way to the end and you'll find the silver remote. To get out of the stream, go to the other end and find some steps leading up to where the red remote was.

EASY ACCESS TO NO WEDDINGS AND A FUNERAL

And here's how to... well, do what it says above.

To do this you must have completed Gexilla vs.

Mecharez. Run through the gate you opened and jump on the platform to the right. The platform will fly you up to a stone lion head. The jaws are closed shut and cannot be opened until you get 26 red remotes. But, there is a tiny crack which you can jump into. (The easiest way to do this is to aim in between the teeth). You now have access to No Weddings and a Funeral.





CRUIS'N WORLD

Cooey. We didn't think much of *Cruis'n World* back in issue 20. "Dross of the highest order," we said, in fact.

Maybe someone gave you a

copy as an unwanted birthday present, or something.

BUILD UP POINTS QUICKLY

You don't have to win races to get points. Doing Flips Rolls and helicopter spins also rack up the rewards. To rapidly gain points, therefore, go to the options screen and set the laps to six. Start a championship on easy, and aim to take as many jumps as possible. Before each jump, pump the gas twice to perform a flip. You can even flip off the



back of opponent cars if you're in the right position. Press the gas+Left or Right on the analogue to do a two wheel side wheelie. Perform this before a jump and you'll roll.

Complete all six laps performing as many tricks as you can. When done, get the points and

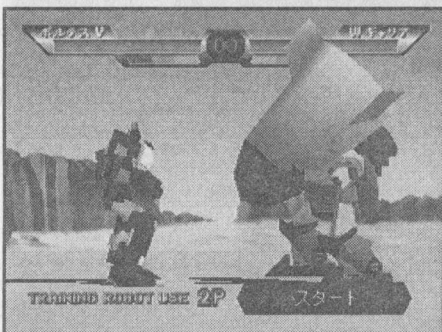
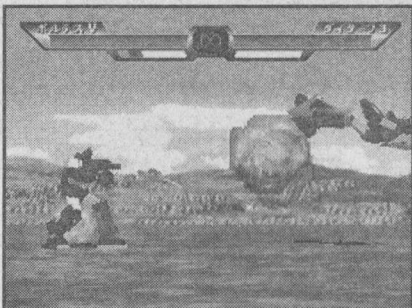


quit. Go back to options and set the laps to one. Go back to championship and finish the next two easy tracks. Repeat the process and you'll have bags of points in no time.



SUPER ROBOT SPIRITS

Blimey Charlie. It's a beat-'em-up, where everybody looks like they're out of Battle of the Planets. Here's how to do secret things.

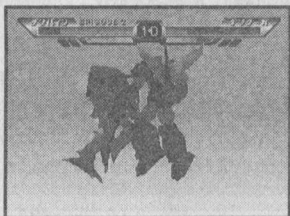


ACCESS ALL CHARACTERS

Start the game and put in the following code before the Banpresto logo fades. Press L nine times, then R seven times, Z once, then Bottom-C ten times, Right-C five times. You can now play all the characters.

NEW COLOURS FOR DUNBINE AND WALKER GALLIAM

If you leave the game on for more than 50 hours (yikes!), you can select differently coloured versions of Dunbine and Walker Galliam by pressing Start on them on the select screen.



SECRET CHARACTERS

Devil Gundam

Beat the Story Mode with all characters, then use Master Gundam in the 64 Mode and beat Devil Gundam. You can now select Devil Gundam.

SUPER ROBOT SPIRITS



Judecca

If you don't switch your game off for 300 hours (and provided your N64 hasn't melted by then) – the strange insectoid Judecca will appear. An odd cheat indeed.

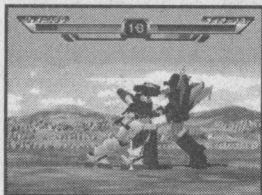
Master Gundam

Beat Master Gundam three times in the Story Mode, and you will be able to select him.

Super Mode Shining Gundam

Use Shining Gundam in the VS Mode and win 20 times, Super Mode Shining Gundam will appear the 21st time.

After this, go to the select screen and press Start while selecting Shining Gundam. Now you can use him everywhere, including the Training and 64 Mode.



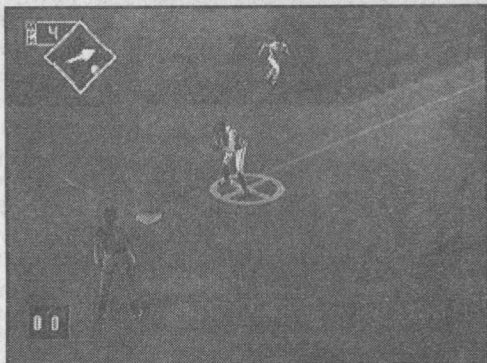


ALL-STAR BASEBALL '99

Yikes. Baseball. It's just rounders for boys. Anyway...

EASY OUT

For an easy out, when a runner on the computers team gets on any base, throw the ball to the base he's on. Keep throwing between the base he's on and the base in front of him until a player throws it wildly. As he leaves the base, throw the ball to the closest person and tag him out.



IN-GAME KEY CODES

Try these weirdities by pressing the following key combinations in-game.

Paper thin:
URARADDUUD

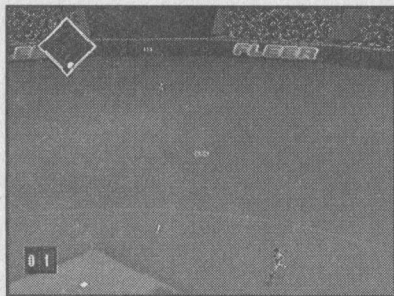
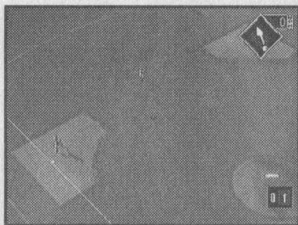
Big Extremes:
LARDBALL

ALL-STAR BASEBALL '99

Big Baseball:
URALLBULL

Baseball trail:
BLURDBALL

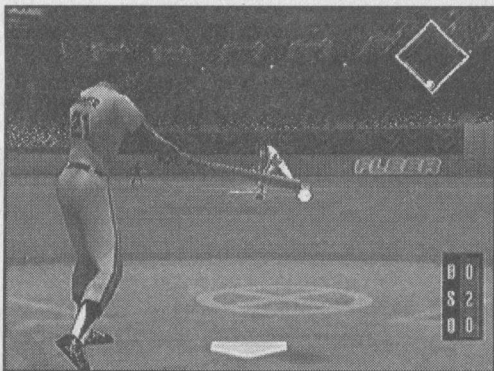
Fat & Skinny:
ALLRUBR

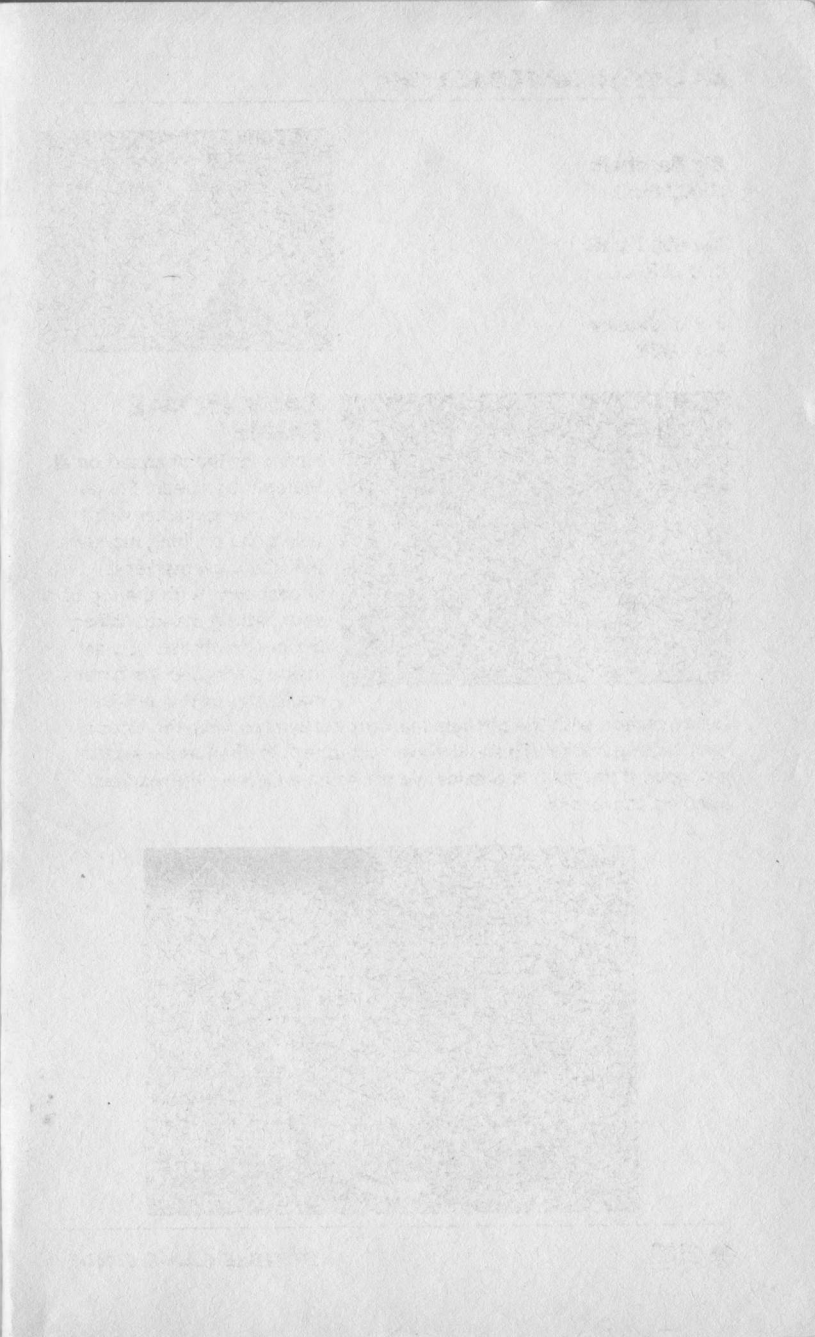


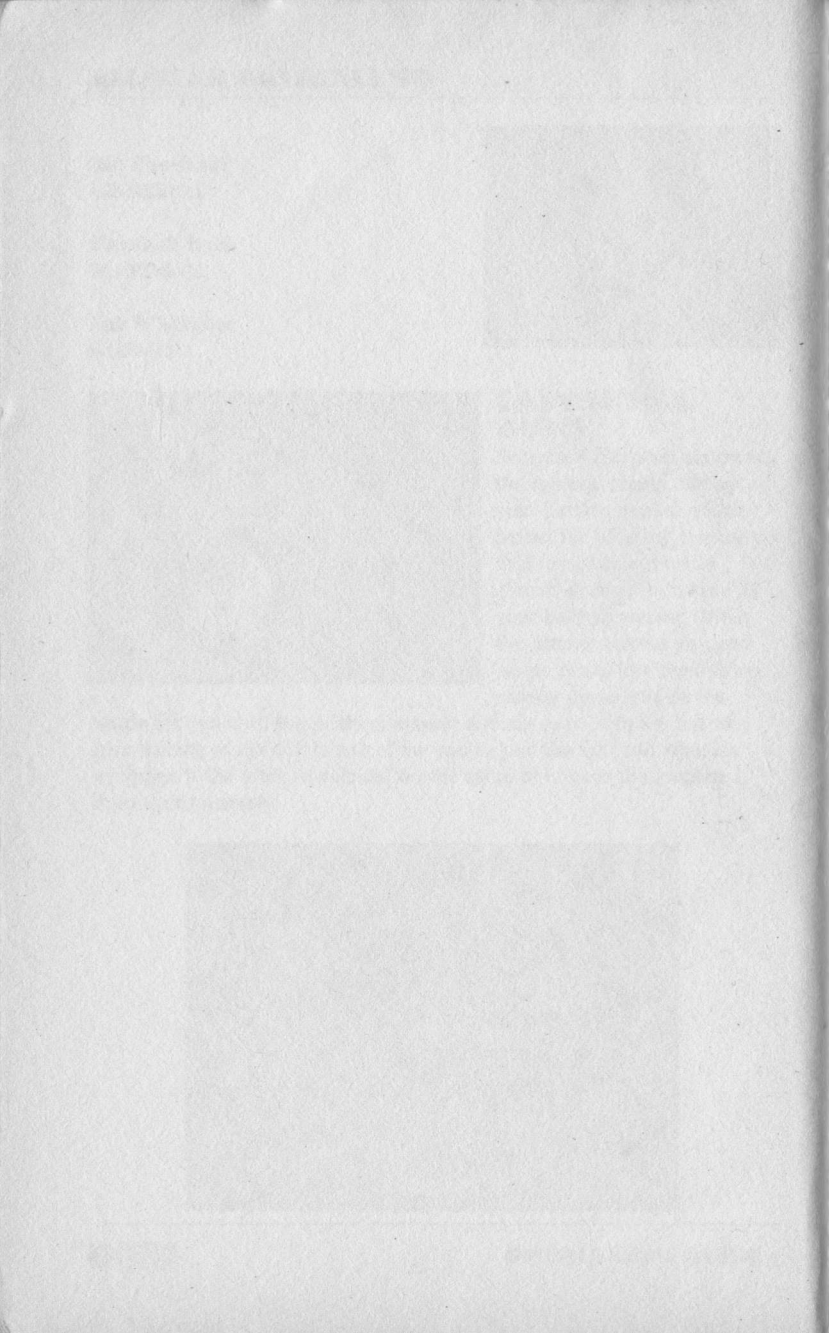
EASY HOME RUNS

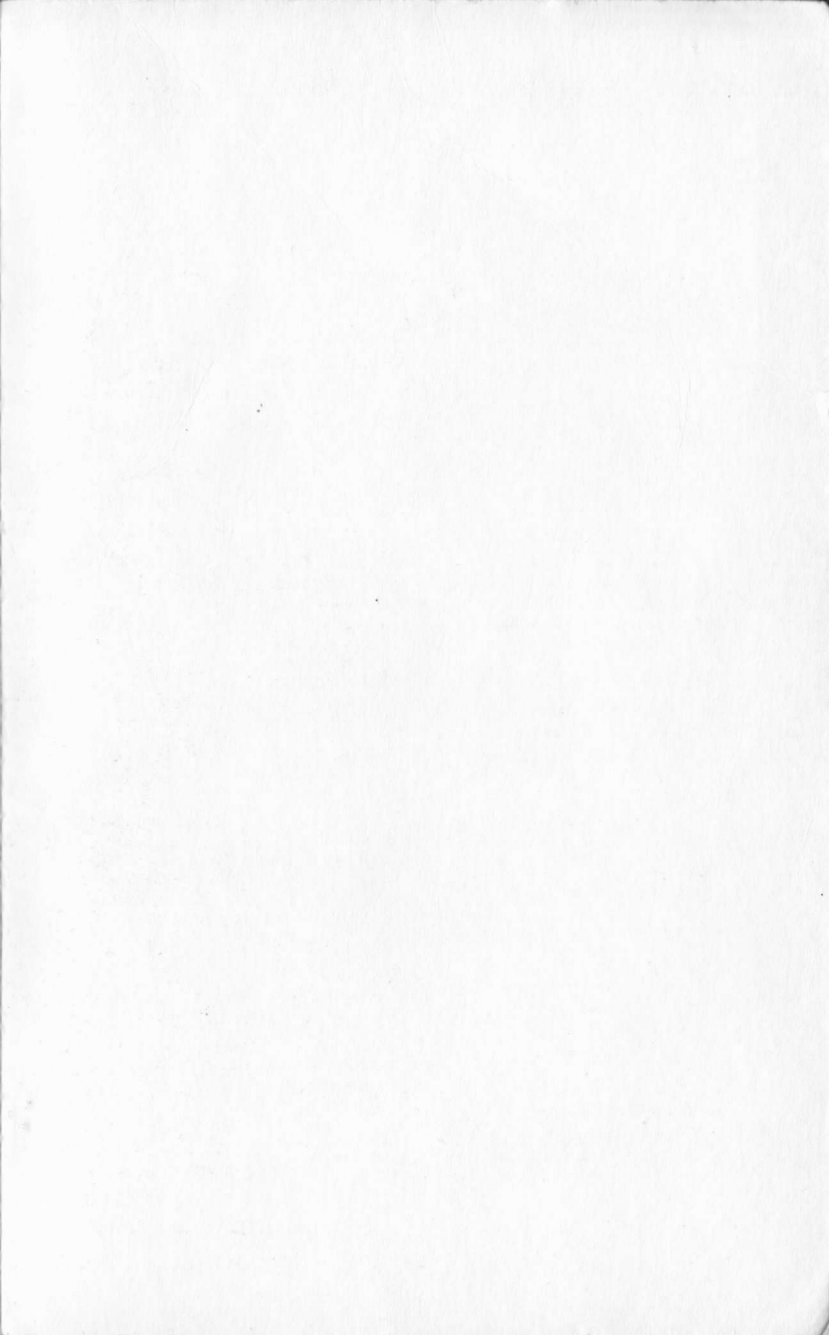
First, turn the pitch aid on at the options screen. Set up your batting marker a little below the pitching marker, so that the pitch marker is almost even with the top of your batting marker. When the pitcher throws you an inside pitch, line the batting marker up so it is on the

inside section with the pitchers marker directly even with the top of your batting marker. This will allow you to pull the ball and whack a whopper. If the pitch is outside, do the same only have the markers lined up conversely.











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